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- The jet fighters and conventional fighters which had arrived at Schoenefeld (N 53/Z 93) airfield on 8 March 1951 left again on 17 March. They returned to the field in the morning of 26 March or during the preceding night. On 26 March, flying with two jet fighters and six conventional fighters started at 9 a.m. Flying was practiced daily by the conventional fighters for several hours during the mornings and afternoons until 31 March. Jet fighters made flights on the mornings of 26, 28, and 30 March. [redacted] 50X1-HUM

[redacted] they were parked in the middle of the field. [redacted] 50X1-HUM

* Three radio trucks were parked next to the runway while the aircraft were parked on the field.
- Most of the officers who had recently arrived left the field on 17 March for an undetermined destination. Twenty of the officers, including two lieutenant colonels, four captains, and 14 senior lieutenants and lieutenants, were still quartered at the field. [redacted] 50X1-HUM

[redacted] some of the officers belonged to the crews of the jet fighters and conventional fighters which arrived at the field on 8 March, and that most of the officers had come from Karlshorst (N 53/Z 94) to be present for the demonstration of a jet fighter type. [redacted] 50X1-HUM
- On 21 and 22 March, the film "The Count of Monte Cristo" was shown in the motion picture theater at the field. A total of 342 persons, representing almost the total occupation of the field, saw the movie. Seventy Soviet soldiers were present at each of the two performances. A Soviet soldier said that half of the guard detail saw the movie on each of the two days. [redacted] 50X1-HUM

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the guard detail numbers about 140 men, and that about 700 officers, civilians and dependents are stationed at the field.

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5. Personnel employed at the field included: one bookkeeper and two woman clerks in the Soviet bookkeeping department; Mrs. Bokhanov, (fnu), cash register; Mrs. Varanzova, (fnu), as interpreter; three Soviet women as waitresses, Mrs. Smirnov, (fnu), and Mr. Tanazki, (fnu), as kitchen chiefs; Mr. Uvanov, (fnu), driver and chief of the garage; Mr. Smirnov, (fnu) husband of the kitchen chief, in charge of gasoline issue; Mr. Varanzova, (fnu), husband of the interpreter, chief of the flight control station; and Mr. Demakov, (fnu), and Mrs. Timochenko, (fnu), in charge of the theater and the officers' club.

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6. A list of names and assignments

Voyevodin, (fnu), volley ball; Koryakov, (fnu), choir; Silivanov, (fnu), dancing group; Kucyn, (fnu), checker tournaments; Smirnov, (fnu), issuance of gasoline; Tulski, (fnu), amateur photographers; Biryukova, (fnu), sewing circle; Sinizina, (fnu), embroidering circle; Sergyeyeva, (fnu), dancing group; Lobova, (fnu), choir and theater, Vystalvkin, (fnu), theater; Ashmarin, (fnu), theater; Sinyelev, (fnu), chief of Soviet construction office; Solovyov, (fnu), theater; Major Byelovshchenko, (fnu); Captain ATS Skidra; Senior Lieutenant Bisayev, (fnu); Kolevator, (fnu); Major Nyestyev, (fnu), and Lieutenant Bugasov, (fnu). ***

7. A flight schedule contained the following data on air traffic between Berlin and Moscow: departure from Berlin at 6:20 a.m. every day except on Monday, arrival in Moscow at 3:30 p.m.; distance Berlin-Moscow 1,600 km; price 1,150 DM-east, price for 1 kg of baggage 11,50 DM-east, price for 1 kg of freight 9,20 DM-east; every passenger is allowed 20 kg of baggage free of charge; for bookings telephone No 634578 and 634570 between 4:30 a.m. and 7:30 p.m.

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8. On 3 April at 11:30 a.m., eight olive-drab Dakota transports were parked at the field.

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One Dakota was being refueled near the fuel dump on the landing field. There was another plane of a similar type parked near the eight aircraft. This plane differed from the others in that it was silver, and that its nose wheel and rudder assembly were slightly more rounded.

Two jet fighters with swept-back wings were parked in one hangar, and about 10 to 12 single-engine aircraft were parked in the other hangar. *

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9. [redacted] a single-engine plane with radial engine, red propeller hub [redacted] took off from the field on 3 April at 10 a.m. [redacted] after landing Aeroflot planes taxied to the terminal building in the northern section of the field whereas the military aircraft taxied to the hangars in the southern section of the field. 50X1-HUM
10. Passenger car [redacted] tank truck [redacted] which was stationed at the field, and trucks [redacted] the latter occupied by officers wearing light green caps with air force insignia, were seen entering and leaving the field. 50X1-HUM
11. There were three runways at the field. The main runway, about 40 meters wide, extended in NE-SW direction. The other two runways slightly smaller in width, crossed the main runway in about the middle of the field. Five lights, each of two yellow neon tubes on a concrete pedestal about one meter high, were on both ends of the main runway. The flying lane was marked by 13 landing lights, placed just northeast of the end of the runway, on the left side of the flying lane. Each landing light consisted of two yellow neon tubes and two red bulbs. The red lights were switched on at night and the yellow fog lights only when visibility was poor. A German civilian serviced the lights under the direction of the flight control manager. Writing on the bulbs indicated that they were 50 volts and 200 amperes.
12. Radio installations located in the extension of the main runway included: two trellis masts about 20 meters high with an antenna, near Bohnsdorf (N 53/Z 93) castle; a similar installation northeast of the road leading from Waltersdorf (N 53/Z 93) to Rudow (N 53/Z 93); another similar installation at the northeastern end of the runway which had a lead-in to a shelter at the beginning of the runway; and a fourth installation of four trellis masts about 7 to 8 meters high and arranged almost in a square, southwest of the runway. A permanent building was in the middle of the square of this installation. The masts were interconnected by wires. In addition, each mast had a wire fitted at its midpoint which lead to the house. The installation was guarded by a Soviet sentry.
13. Another radio installation, consisting of three masts about 20 meters high and a house, was located on the southern edge of the field. Wires led from the masts into the house. A white flashing light was seen on the flying lane. [redacted] all aircraft which came in to land at the field flew along the flying lane, regardless of which runway was used. 50X1-HUM
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14. Three railroad tank cars were seen on the spur track near the underground fuel dump.

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* Comment. The arrival of fighters on 8 March 1951

It is believed that the aircraft are used as stand-by planes and as escort planes for special aircraft. It has not been determined whether these aircraft belong to a fighter unit of the Twenty-Fourth Air Army. Schoenefeld airfield has been used by planes of civilian airlines and by courier planes and transports.

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Comment. Kolevator is known to be the commander of the airfield. Nesterov and Bugasov are known to be flying personnel.

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